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PACIFIC FRUIT EXPRESS COMPANY

PAC FRUIT EXPRESS CO.
SACRAMENTO CALIF.

August News Letter

San Francisco, August 28, 1957

ALL P.F.E. EMPLOYES:

P.F.E. Loadings

	1957			1956		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
July	31,333	4,927	36,260	31,121	4,876	35,997
Jan.-July	191,462	16,419	207,881	205,270	21,803	227,073

Car Situation

Although on-line supply is about 1,000 cars less than last year, it is adequate for full protection of estimated loading during next several weeks. The acceptance of foreign empties at outer gateways is now limited to BAR fan cars, and with prospects for a continued good west tide of PFE cars additional foreigns will not be required during remainder of this month and probably not before latter part of September.

Crop Conditions

Along Southern Pacific:

Oregon: Harvest of Rogue River Valley pears is in full swing with most of the fruit going into storages in Medford and Klamath Basin. Some fruit is moving to canneries in the Northwest and a few shipments have been made to eastern markets. Regular eastern shipping will not get under way until well after Labor Day. While Klamath Basin potato acreage will be about the same as last year, a lighter rail movement is anticipated due to an expected increase in truck usage.

Northern California: Cantaloupe harvesting which peaked during the middle of July in the Bakersfield and Huron Districts has now moved to the "West Side" where shipments have maintained a consistent range of 145 to 190 carloads. Cool weather has prevailed through the first half of August, resulting in slow, even maturity so that there has been no "peaking up." This has tended to provide a good healthy market and an ideal season to date. Tree fruits also are moving in good volume. Present movement consists principally of pears from Placerville, Hillside points, and Mendocino County. A few late varieties of peaches continue to move from Fresno-Stockton-Brentwood, and late plums from Fresno and Hillside areas. Thompson seedless grape harvest has moved from the Arvin section to Delano and is working north. Tokay grapes, which are showing fine quality and sizes, will soon start moving from the Lodi District.

PACIFIC PORT EXPRESS COMPANY

Market News Letter

San Francisco, August 28, 1957

F.O.B. Locations

Total

Our Situation

Certificated

In Salinas District the summer lettuce deal has been disappointing from railroad standpoint as shipments have been lighter than normal due to truck competition; however, excellent markets have prevailed, insuring financial success for the entire spring-summer deal. September acreage will be heavier than last year and from present indication good quality will prevail.

Southern California: Bulk of perishable loading is from territory extending from Riverside-Redlands area through San Fernando Valley and Coastwise to Guadalupe-Santa Maria District. Citrus fruit is the principal commodity and is passing the peak of heavy producing season. Other commodities also declining seasonally are potatoes, celery, and miscellaneous vegetables from Oxnard and Santa Maria areas.

California Generally: As a matter of particular interest, the truck movement of perishables from California in interstate traffic amounted to 13,670 carloads during July vs. 12,647 in July last year, and for the first 14 days of August carload equivalents via truck were 4,966 compared with 4,213 in 1956. The continuous growth in truck movement is cutting deeply into our revenues.

Along Union Pacific:

Northwest District: Loadings consisting of prunes and pears, frozen foods and beer are moving in normal seasonal volume of 25 to 30 daily, with some increase expected in tree fruit movement during last week in August when peak production will be reached.

In Idaho loading is centered in western Idaho and eastern Oregon and consists principally of potatoes; however, prunes and pears are under way and will increase gradually reaching volume loading in September. There is also a nominal movement of peas, carrots and green corn which will continue in light amounts into September. Frozen French fries, patties, etc., are increasing steadily and should maintain a consistent movement for an indefinite period. There is a noticeable increase in truck activity. During July 8% of potato shipments were in trucks compared with 6% last year.

Eastern District: Colorado vegetable production is under way. However, 85 to 90% of the commodities are moving in trucks with rail movement running 8 to 10 cars daily. Nebraska potatoes are moving from Kearney District and a rail movement of around 300 cars is expected for August. Trucks are also very active in this area. Colorado peach crop is showing better quality than last year and shipments should reach about 700 carloads this year compared with 618 in 1956. The shipping season will end early in September.

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With two-thirds of 1957 in history, the safety program on the P.F.E. gives promise of improvement over 1956 with fewer injury

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California Generally: As a matter of particular interest, the truck movement of perishables from California in intrastate traffic amounted to 13,670 carloads during July vs. 12,617 in July last year, and for the first 31 days of August carload equivalents via truck were 4,966 compared with 4,213 in 1956. The continuous growth in truck movement is cutting deeply into our revenues.

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cases, less suffering and pain, less loss all the way around on the part of our employes and their families. But only you can carry this through to a successful conclusion. Think - Work and Live Safely.

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Experimental Mechanically Equipped Refrigerator Cars

The PFE is expected to release for service on September 9th two experimental mechanical cars from Roseville shops. These cars are numbered 100001 and 100002. The physical dimensions of the cars are as follows:

Inside length	35' 4"
Inside width	8' 3"
Inside height (top of floor rack)	7' 3"
Available loading height	7' 3"
Cubic capacity	2113 cu. ft.
Height of side door opening (from floor rack)	7' 3"
Width of side door opening	6' 0"
Fuel capacity	500 gals.

Car 100001 is equipped with Equipment Specialties Division of Union Asbestos and Rubber Company's refrigeration system, using a secondary refrigerant in the lading compartment. It is also equipped with a cushion design underframe.

Car 100002 has Carrier Corporation's refrigeration system, while the underframe design includes the conventional A.A.R.-Z center sill section with cast steel underframe end sections.

Both cars are powered with the Witte Diesel Engine.

These cars are designed so that approximately 15% of the circulated air is directed into the lading compartment through ceiling diffusers and to reenter the return air under the floor racks. Refrigeration systems in both cars are designed to provide humidity control, and will be used primarily for handling fresh fruit and vegetables.

Construction-wise these cars differ from other mechanical cars in that they have an all-welded body versus the conventional riveted design. Both cars have metal floor rack slats with wooden stringers. Floors and walls have 6" of insulation and 8" in the ceiling.

Fuel tanks are located in the engine compartment, with the power unit and condensing unit mounted on top of the tank.

(Over)

Both cars are provided with a temperature differential indicating light, which serves as an expedient for determining whether the equipment is operating satisfactorily and whether temperatures are within the desired range of the thermostat setting. This indicating light is lighted while the equipment is operating and the car temperature is no higher than 6° or lower than 3° from the thermostat setting. If the temperatures exceed this allowable range, the indicating light is shut off and serves as a warning that either the equipment is not operating or temperatures are beyond the allowable range. The light is located on end of the car immediately under projection of the running board and is so shielded that it will be visible only from the ground and car roof.

Any reports concerning these two cars will be appreciated by the Car Department.

K. V. PLUMMER